

Spring 2007

A 21st Century Approach to Managing Traffic in New Hampshire *New Dispatch Center Promises Benefits for Motorists and Highway Maintenance*

The first thing you notice is the giant video screen. At 27-feet wide and 10-feet tall, you can't miss it. Facing a bank of nine workstations in a large open theater, it's the focal point of the new NHDOT Traffic Management Center (TMC) that's designed to meet the growing needs of motorists on New Hampshire highways and those who must maintain the state's roads and bridges.

"This will provide us a central location to receive, process and disseminate vital information about our transportation system," says TMC Program Manager David Rodrigue. "The TMC will increase the efficiency of New Hampshire's transportation system by reducing the time length of incidents on the highways, and keeping motorists informed so they can make decisions based upon real-time roadway conditions."

Scheduled to open in the summer of 2007, the TMC is part of a new Emergency Operations Center off of NH Route 106 in Concord (near the NHDOT's Mechanical Services and Traffic Bureaus). The \$10.8 million facility will also include 9-1-1 and State Police dispatch centers, the Office of Emergency Management and an Emergency Operations Center, and the State Fire Marshall's Office. Most of the funding for the project was obtained through federal Homeland Security grants. The DOT share for construction

and equipment (about \$4 million) came from federal Congestion Mitigation and Air Quality (CMAQ) funds.

The concept of the 6,000 square foot TMC began with a series of needs assessment meetings in 2003 involving representatives of the NHDOT and the NH Department of Safety. The result is a high tech and secure nerve center for daily Transportation and Safety operations, as well as any crisis that may occur.

"This will be leading edge for the entire nation because of the inter-agency cooperation and the technology in place for both rural and urban applications," Dave Rodrigue says.

The TMC video screen will be used to display everything from radar of an advancing storm system to images from 60 fixed cameras at strategic highway, bridge, and park and ride locations across the state. Plans call for an additional 24 cameras to be located along I-93 from Salem to Manchester as part of the upcoming six year rebuilding project on that congested corridor. Information will also be gathered from Road Weather Information Stations (RWIS), road sensors, field reports, and State Police, and conveyed by around-the-clock dispatching to motorists via 5-1-1 (both by telephone and the internet), highway advisory radio stations (HAR), electronic Dynamic Message Signs, and variable speed limit signs.

The TMC will be one of five sections of the NHDOT's Traffic Bureau, and will also have the capability to change traffic signal phasing and timing. Staffing requirements will be up to ten people, including three positions from the State Office of Information Technology.

The biggest challenge of introducing a TMC in New Hampshire? According to Rodrigue, it's "getting people to understand how this impacts them, and how it's good for transportation and travel."

"Our interest is the safety, efficiency and security of our transportation system," Dave Rodrigue says. "The TMC has tremendous potential benefits. What we're doing won't make shattering changes in the system, but it will make a little improvement for all the motorists, and that makes a huge difference."



TMC Program Manager David Rodrigue checks out one of the dispatch stations in front of the large video screen.



Commissioner's Corner

by

Charles O'Leary

I'm Back at the NHDOT...and Glad to be Here

They say "you can't go home again." Well, I have.

Nearly 11 years after I bid farewell as Commissioner of the New Hampshire Department of Transportation, I was sworn in on March 19 as the 11th Commissioner of the agency since it began in 1905. I was also the eighth, from 1990 to 1996.

A lot has changed since my last tour. The Morton Building was rehabilitated, the big Route 101 and Everett Turnpike projects were completed, many longtime DOT employees have retired from state service, E-ZPass came along, and there are now more cars and trucks on New Hampshire highways than ever before.

Many other things have stayed much the same. The same number of DOT employees is still being asked to deliver a high quality level of service, and you continue to deliver on those expectations. The challenge of reducing the number of Red List bridges continues, as does improving pavement quality. The need to rebuild I-93 between Salem and Manchester is now more obvious and necessary than ever.

There is work to be done, and that's why I have returned – to help as much as I can in the time I am here. As I said when I left, "I frankly did not expect to stay that long when I took the position, but it was a job I grew to love." I was proud that we were able to re-establish the priority of maintaining our roads and bridges, that we were able to move ahead with the expansion of Route 101, and establish a Municipal Bridge Aid Program.

I have identified some of the areas I plan to take a closer look at in the weeks and months ahead:

Employee Safety - Those who worked for the NHDOT in the early 1990's will remember that I was a stickler for safety. That has not changed. The safety of our employees is paramount and I will continue to reinforce that message every chance I get.

Respect for the Job and Fellow Employees - We all are in this together as public servants for the citizens of New Hampshire. We must take pride in what we do and show respect for how we treat each other on the job. Everything we do daily reflects on our agency and ourselves.

A Quality Workforce - Recruiting and retaining quality people is a major problem in this agency. We simply aren't competitive with much of the private sector. Somehow that has to change if our high level of service is to continue.

Bridge and Highway Maintenance - This priority has only become more pronounced with an aging infrastructure, funding limitations, and increasing traffic demands.

Interstate 93 - further delays in this vital rebuilding project jeopardize motorist safety and the economic lifeline of this state. That's unacceptable.

For those employees who were here in the early 1990's, I look forward to renewing our acquaintances and working relationships. For those of you I have not yet met, I look forward to the opportunity.

My time as Commissioner will not be as long this time around, but I promise to be a strong advocate for this agency, its people and the transportation needs of this state every day that I'm on the job. I'm glad to be back.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Spring 2007

Governor.....John H. Lynch
Commissioner.....Charles O'Leary
On the Move Editor.....Bill Boynton

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New NHDOT Program Aims to Help Kids Get to School on Two Wheels or Two Feet

by John Corrigan
Safe Routes to Schools Coordinator

Encouraging elementary school children to walk or ride bicycles to school is the goal of the new Safe Routes to School (SRTS) program in the Bureau of Planning and Community Assistance.

Remember your parents' tales of walking four miles to school, trudging uphill in both directions, often through deep snow?

That hearty generation has been replaced by kids who cool their heels in the back seat of idling "single occupancy vehicles" (SOVs) that crowd the streets around our schools while spewing exhaust fumes into the air.

SRTS is consistent with the NHDOT's recognition of a need to use alternative means of transportation to balance New Hampshire's modern reliance on motor vehicles.

The program also promotes a healthier lifestyle. Many kids who are driven to school spend much of their free time playing computer games or watching television, and the absence of physical activity has its inevitable results. Childhood obesity has reached epidemic proportions.

SRTS directly chips away at one aspect of this combined environmental and public health problem. The program is specifically designed for children in kindergarten through eighth grade, including those with disabilities, who live within two miles of school.



To overcome concerns about bullies, kidnappers or lurking child molesters, communities across the country have organized escort programs known as a "walking school bus" or "rolling bicycle trains." Kids find safety in numbers and the company of responsible adults.

Are motorists speeding through school zones or failing to stop at crosswalks? Increased patrols or a police cruiser parked near a school at the beginning and end of the school day can serve as a valuable deterrent.

Are there gaps in the sidewalks? Are road shoulders too narrow or not clearly marked for cyclists? SRTS can provide funds for concrete and asphalt "infrastructure" projects.

Fully funded under federal highway legislation known as SAFETEA-LU (for Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) New Hampshire has been allocated \$1 million per year for five years.

For more information, visit the SRTS Web site:

www.nh.gov/dot/bureaus/planning/SRTS_home.htm



New Computer Technology Promises to “Transform the World of Winter Maintenance” *New Hampshire is One of Ten States Involved in Road Weather Management Program*

The timing couldn't be better for new technology aimed at helping states with their winter maintenance operations.

The public continues to have rising expectations of service while transportation agencies are contending with constrained funding and staff. Many experienced maintenance workers are ending their careers.

In addition, the need to balance safety with protecting the environment makes it that much more essential for informed decision-making in winter maintenance operations.

Responding to these needs, the Federal Highway Administration, in cooperation with ten states (including New Hampshire), is developing a “Maintenance Decision Support System” (MDSS), a software “tool that merges weather forecasting with roadway maintenance rules of practice and generates treatment recommendations on a route by route basis.”

Using data from the National Weather Service and remote RWIS weather stations (New Hampshire currently has 12), the MDSS computer technology creates screen displays that can assist each patrol section.

The essential elements of MDSS:

- Report actual road surface conditions
- Report actual maintenance treatments
- Assess past and present weather conditions
- Assess present state of the roadway
- Recognize resource constraints
- Identify feasible maintenance treatments
- Predict road surface behavior
- Communicate recommendations to supervisors and workers

Iowa is currently the only state using MDSS statewide and the results so far are impressive--an estimated 10% savings in operational costs that amounts to \$3 to \$4 million annual savings in labor, materials and equipment while at the same time continuing a high level of service.

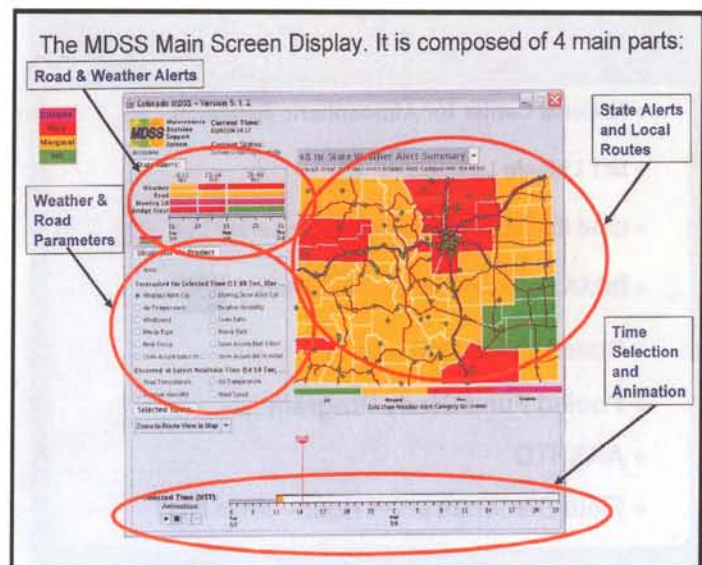
FWHA program specialist Ray Murphy described MDSS as “an important tool in the winter maintenance tool-box,” and “a smart investment in the future of your own winter maintenance program” during a presentation at the March NHDOT major staff meeting. In addition to the potential cost savings, those in the field can more efficiently use their resources.

The NHDOT's District 5 Derry patrol facility (#528) is testing some of the technology applications to measure their effectiveness.



This NHDOT District 1 plow truck was spotted doing its thing during the Valentine's Day blizzard on NH Route 145 just over the line from Colebrook into Stewartstown.

(Photo courtesy of The Colebrook Chronicle)



Cooperative Effort Preserves Historic Tuttle Farm in Dover

A NHDOT Investment of \$1.34 Million Part of the Conservation Agreement

"America's oldest family farm" will remain as open space forever, thanks to a joint effort that included the New Hampshire Department of Transportation (NHDOT), the City of Dover and the Strafford Rivers Conservancy (SRC).

An easement agreement signed January 29, 2007 marked the final phase of preserving the entire 120-acre property of the Tuttle Farm on Dover Point Road in Dover.

A combination of funding to secure the nearly \$2.79 million conservation easement was provided by the NHDOT (\$1.34 million), the City of Dover (\$1.295 million) and the Federal Farm and Ranchland Protection Program (\$155,000). The NHDOT's involvement and investment was to preserve land as mitigation to offset impacts to wetlands for the planned Newington-Dover Little Bay Bridge/Turnpike Improvement project and three other transportation projects in the area - the Dover park and Ride, the NH Route 155 bridge over the B&M Railroad in Madbury, and safety improvements at Exit 4 in Newington.

"This is a win-win for everyone involved," says NHDOT Newington-Dover Project Manager Chris Waszczuk.

"Not only is the Tuttle Farm a historic working farm that's a valued resource by the community, it also has prime agricultural soils and great tidal and non-tidal wetlands between the Bellamy and Piscataqua Rivers. This preservation will allow the farm and Red Barn Store to continue to operate as they do today for future generations to enjoy."

"It was such a huge collaborative effort and everyone was totally on board," says SRC Executive Director Anna Boudreau.

"Without being able to leverage the state and local funding this would have been very difficult to

do. With all of the development pressures that exist today, to be able to see this farm as you drive down Dover Point Road, you cannot put a value on that."

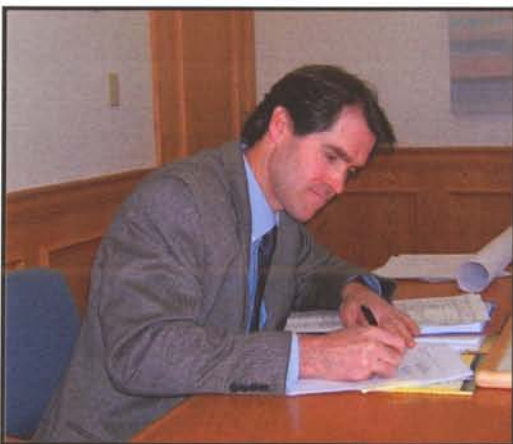
Tuttle Farm was established in 1632 by John Tuttle, who came to New Hampshire by way of a shipwreck off the coast of Maine. "Armed with a land grant from the King and little else, he and his family established a farm on a 240-acre parcel of land."

375 years and 11 generations later it is still operated as a family farm by William Penn Tuttle III. Of its 142 remaining acres, 137 will be protected.

The City of Dover had designated the farm as its highest priority for preservation. In December 2005, city councilors voted unanimously to approve up to \$1.5 million to conserve the property.



Aerial view of the Tuttle Farm in Dover
(photo courtesy Anna Boudreau)



NHDOT Right-of-Way Administrator Bill Janelle signs paperwork on January 29 that completed the conservation easement proceedings that preserves the Tuttle Hill Farm in Dover from development.



NHDOT District 5 Patrol Foreman Featured in Campaign Aimed at Presidential Candidates

Margaret “Peg” Smith is worried she will not have the health care coverage she will need after she retires.

The District 5 Patrol Foreman (Bedford #511) voices this and other concerns in a video as part of a nationwide campaign aimed at Presidential candidates and sponsored by the Service Employees International Union (SEIU).

“Walk a Day in My Shoes” is inviting the candidates to share time in the lives of union workers, including spending days with them on the job and with their families.

In a video posted on campaign’s website (www.walkadayinmyshoes2008.com), Peg Smith says her candidate for President should be confident, with plans for universal health care, higher wages and ending the Iraq War.

“If the candidates walked a day in my shoes, they would understand the hard work a lot of Americans put in just to stay afloat,” Smith says.

Presidential candidates landing at Manchester Airport will be greeted by Smith in a large billboard display (left).

Other workers featured in the campaign include a police dispatcher in Bedford, NH and a nurse in Iowa City and city school district engineer in Cedar Rapids, Iowa.

District 1 Patrol Shed #114 Crew In Lisbon Profiled in North Country Newspaper

Like NHDOT highway maintenance crews across the state, District 1’s Patrol Shed #114 crew members usually do their job anonymously. They are the state workers in the orange trucks that take to the roads in the worst of winter weather.

But the efforts of the Lisbon-based state highway maintainers were recognized in an article (“Serving Our Community”) published in the north country newspaper *The Bridge Weekly Sho-Case* in late January.

Written by Andrea Fitzgerald, the article details the daily duties and responsibilities of “this dedicated crew of six men (who) plow and maintain 33 miles of winter roads in the Bath, Lyman and Lisbon area.”

“The Lisbon crew is busy year round from 7:00 am to 3:30 pm, but that changes quickly when winter weather approaches. Depending on the year, they might go through 700 to 900 tons of road salt and 1,100 to 1,200 yards of sand.”

Fitzgerald cites the crew’s efforts on New Year’s Eve when they were “called out at 2:15 am and worked non-stop for 10 hours, not even stopping to eat. The public was fast asleep and when they hit the roads in the morning they probably didn’t even realize how treacherous the roads had been just hours before.”

The patrol shed accommodations are described as “very interesting” and “eclectic”. “The crew’s quarters are pretty much subterranean. The building used to be a dry kiln for the Parker Young Company.”

In addition to promoting safe driving when encountering plows, the crew also shared a story of when Richard Hubbard saw “a coyote staring down a deer in the middle of a field in Landaff. He got out of the truck and started throwing snowballs at the coyote. When another car came along, the deer ran to safety.”

The article concludes, “when you see a state or a town worker, please say “thank you.” They do not like all this attention, but I know they will enjoy the appreciation that the public knows this is not just a job for them; they are entrusted with a very important mission to keep us safe on the roads.”

Members of the #114 crew include: Don Hubbard, Richard Hubbard, Richard Fenoff, John Boynton, Brian Thompson, and Todd Nelson.

The Public Gets a Glimpse of Life as a Toll Attendant on Interstate 95 in Hampton

Editor's Note: Hampton Toll attendant Sheila Conway was profiled in a "Sunday Snapshot" article in the Portsmouth Herald on January 28, written and photographed by Elizabeth Dinan. Both are reprinted with the paper's permission.

Sheila Conway has been looking at the world from a tollbooth for the past six years.

After collecting tolls on the Spaulding Turnpike in Rochester for four years, she's spent the past two collecting cash from motorists passing through the Hampton tollbooths.

She's watched currency fly from hands with the wind, been paid the \$1 toll with \$100 bills, had cars filled with people drive up without a dollar among them, and watched couples drive through with steamy windows.

Some drivers have crashed into the booths, others had open beer cans in plain view. In the summertime, she sees motorists too sparsely dressed and all year-round there are people who'll specify the exact bills they want for change. Steven King has motored through Conway's booth twice. Mitt Romney and a "guy from '60 Minutes'" also passed through. A woman told her recently she has nice teeth.

"It's not boring," Conway says. "You never know what you're going to get."

And sometimes, it's animals. "A lot of people travel with their birds," she's observed, adding they're often uncaged and perched on a seat or a dashboard. She's seen a woman drive through with an iguana on her shoulder, people traveling with their cats, and a man with a calf in the front of his pickup truck. His cow had a calf that died and he got her the new calf, he told her.

After passing seven signs announcing the upcoming \$1 toll from both approaches, motorists continuously pull up to her booth seeming stymied. "It's amazing how many people ask how much the toll is," she says.

On a recent Wednesday, a man told her he'd left Rhode Island for Stamford, Conn., and wanted to know if he were getting close. "I said, 'You're going into Maine,'" she recalls. "He was obviously not from here."

Conway gets a lot of requests for driving directions and if it's a quick answer, say, how to get to Route 495, she'll accommodate. If it's someone heading north and looking for Connecticut, they're advised to pull into the nearby visitors center for help.

The tollbooths are heated, air conditioned and fed fresh air. Still, there's no way to collect tolls without repeatedly sticking an arm out.

"I think the heat is worse," Conway says when asked about the meteorological impact on her work. "You can always put a jacket on. With the heat, there's no relief."

As for traffic flow, she prefers it busiest, meaning an assignment to the more frequently used center booths. Does she have a favorite booth? "Not really," she shrugs.

Conway, 43, was enticed into a tollbooth by a recruitment sign on the side of Route 95 after five years of running a printing brokerage business with her husband. Being her own boss meant 24-7 worries, so when they sold the business, she sought employment allowing her "to do my job and then leave." The plan is working.

At the end of her day shifts, Conway drives her truck 45 minutes home to Acton, Maine, where she and her husband, Michael, are restoring a 175-year-old house.

"There were two electrical plugs and that's it," she says. "There's no heat, really, on the second floor, where we've ripped it out to the studs."

They're also planning to restore a barn on the property, now housing "someone else's tractor."

Meanwhile, she gardens the 76-acre property around their antique home. Perennials are being transplanted from a friendly neighbor's place up the street and a vegetable garden demands frequent bouts of weed removal. Last year, 76 tomato plants produced fruit for a freezer full of sauce.

When there's time, Conway sews custom-tailored wedding and christening gowns.





NEW HIRES

Brian Bruck, Bridge Maintainer 2, Bridge Maintenance
David Caron, Supervisor 6, Right-of-Way
Michael Charlton, Highway Maintainer 1, District 3
Robert Clark, Highway Maintainer 1, District 1
Michael Delaney, Highway Maintainer 2, District 2
Shawn Dennis, Highway Maintainer 2, District 2
Mark Gonyer, Highway Maintainer 2, District 3
Christopher Hall, Highway Maintainer 1, District 4
Donna Hoadley, Secretary 2, Materials & Research

Steve Johnson, Civil Engineer 4, Bridge Design
Scott Kemp, Highway Maintainer 1, District 4
Nathan Kimball, Highway Maintainer 1, District 2
Erin Malloy, Highway Maintainer 2, District 4
Sherry Patten, Secretary 2, Bridge Design
Charles Picardi, Highway Maintainer 1, Turnpikes
Edward Sperry, Civil Engineer 2, Construction
Henry Verret, Senior Radio Dispatcher, District 1

PROMOTIONS

Jeffrey Abbe, Engineering Technician 3, Construction
Raymond Banks, Highway Maintainer 3, District 5
Scott Bourgoin, Equipment Mech. Foreman, Mech. Services
George Davis, Bridge Maintainer 2, Bridge Maintenance
Daniel Debutts, Highway Maintainer 3, District 6
Michael Domingue, Bridge Maintainer 3, Bridge Maintenance
Gregory Dow, Ass't Highway Patrol Foreman, District 6
Craig Drouin, Engineering Technician 5, Highway Design
Leighton Greenwood, Highway Maintainer 3, District 1
Andrew Holland, Highway Maintainer 3, District 5
Michael Kenison, Highway Maintainer 2, District 1
David Latuch, Ass't Highway Patrol Foreman, District 5
Carol Leclair, Info Center Attendant 2, District 5
James Marshall, Civil Engineer 6, Transportation Planning
Michael McManus, Ass't Highway Patrol Foreman, District 5

Philip Miles, Supervisor 3, Right-of-Way
Scott Mills, Survey Team Tech. 2, Highway Design
Pamela Mitchell, Principal Engineer, District
James Mountford, Construction Foreman, District 4
Kevin Palmer, Highway Maintainer 3, District 5
Richmond Parker, Highway Maintainer 3, District 1
Ronald Pierce, Highway Maintainer 3, District 1
Jonathan Provost, Highway Maintainer 2, Turnpikes
Richard Radwanski, Engineer, District 5
Robert Richards, Programs Specialist 1, District 5
Jon Russell, Ass't Highway Patrol Foreman, District 4
Clayton Smith, Highway Maintainer 2, District 1
Margaret Smith, Highway Patrol Foreman, District 5
Linda Wescott, Clerk 4, Rail & Transit
Nathan Young, Ass't Highway Patrol Foreman, District 6

RETIREMENTS *(years of service)*

Hiram Morrill, District 5 (35)
James Olmstead, District 4 (35)
Frank Bauer, Construction (34)
James Payne, District 5 (32)
Alan Perkins, Materials & Research (32)
Duane Stone, District 1 (22)
Barbara Mapes, Rail & Transit (20)
Joseph Dorner, District 3 (19)
Denis Neveu, Turnpikes (15)



SERVICE AWARDS



April through June 2007

35 YEARS

Bruce Pepler, Bridge Maintenance
Willard Campbell, Mechanical Services
Harvey Goodwin, Turnpikes

40 YEARS

Stephen Chellis, District 2

25 YEARS

Gary Clark, Bridge Design
Harold Tewksbury, District 1

30 YEARS

Richard Lane, Materials & Research
Dennis L'Heureux, Traffic
Bruce McLaughlin, District 3
John Leonard, Bridge Maintenance
Jeffrey Moore, District 6
Anthony Zimmer, District 3
Leonard Cornwell, District 4
William Real, Materials & Research
Dennis Laperle, Construction
Dennis Fowler, Planning
Patrick McGranaghan, Bridge Maintenance
Brian Ordway, Construction
Jere Heath, Highway Design
Mark Richardson, Bridge Design

15 YEARS

John Hills, Highway Design
James Mitchell, District 4
David Kirby, Traffic
Felix Gardner, District 6
Mark Wagner, Highway Design
Lennart Suther, Highway Design
Robert McNeil, District 2
Alan Jameson, Mechanical Services
Ted Rowland, Turnpikes
James Grant, Highway Design
Gary Labrie, Highway Design
Kevin O'Neil, Turnpikes
Rolin Rumford, District 6
Gordon Nason, District 3
Susan Guptil, Bridge Design
Michelle Marshall, Highway Design

20 YEARS

Kevin Flanagan, District 4
Arthur Race, Mechanical Services
Robert Havey, Traffic
Pauline Marcoux, Turnpikes
Craig Belyea, District 2
Joseph Whitten, District 6
Scott Myers, Materials & Research
Karin Hollins, Commissioner's Office
Leo McAllister, District 2
Christopher Hawkins, Materials & Research
Scott Carlson, Construction
Peter Kehoe, Construction
Mark Stevens, District 3
Jay Levine, Construction
Steven Dubois, Materials & Research
John Seely, Construction
John Butler, Highway Design
Richard Paveglio, Print Shop
Michael Soper, Planning
Peter George, District 6
David Bernier, Traffic
Daniel John, Materials & Research
Mark Vaillancourt, District 4

10 YEARS

Ernest Ball, District 5
Christopher White, Bridge Maintenance
James Fortin, District 1
Edith Corcoran, Traffic
Matthew Jordan, District 2
Robert McPartlan, District 5
Glenn Parry, District 1
George Gubitose, Highway Design
Jeffrey Rollins, Construction
Alaina Bailey, Materials & Research
Jason Tremblay, Bridge Design
Kevin Dunbar, Construction
Daniel Caouette, Construction
Ronald Kleiner, Bridge Design



Preparing to Move Ahead With I-93 Improvements

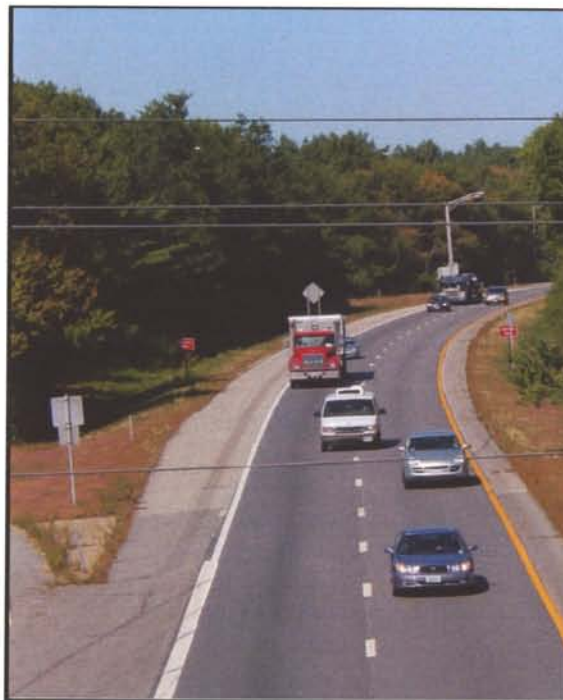
Editor's note: The following information is from "Corridor News", a NHDOT newsletter on I-93 construction news and highlights. For complete details on the Interstate 93 project, including background, fact sheets, the alternatives evaluated and the I-93 Community Technical Assistance Program (CTAP) visit the website at www.rebuildingI-93.com.

Since the Federal Highway Administration issued its Record of Decision on June 28, 2005 approving the I-93 improvements project, the New Hampshire Department of Transportation has been moving ahead towards making one of the largest projects in the agency's history a reality.

The overall goal of the project is simple - to make the 20-mile I-93 corridor between Salem and Manchester safer and improve mobility.

Some of the NHDOT's activities relative to I-93 include:

- * Initiation of Final Design
- * Development of Intelligent Transportation Systems (ITS)
- * Incident Management Planning
- * Evaluation of Chloride Levels in water bodies (TMDL Study)
- * Initiation of Right-of-Way acquisitions
- * Financial Planning
- * Implementation of Public Outreach Efforts



An important aspect of the final design of the I-93 Corridor improvements project is the breakout of construction projects and the sequence of construction. The NHDOT is working to ensure that the impact to the motoring public is minimized. This is being done by carefully studying how the timing of individual projects will affect traffic while considering the impact of sequencing on project budgets.

The addition of new Park-and-Ride facilities and the upgrade of existing facilities, while adding enhanced bus service, is part of the NHDOT's multi-faceted approach to relieving congestion on I-93.

Projects currently under construction include:

Cross Street Bridge and approaches - The bridge crossing I-93 south of Exit 1 in Salem is structurally deficient. The new bridge will be 420-feet long and located about 80 feet north of the existing bridge. The \$6.7 million project is scheduled to be completed by the summer of 2008.

Exit 4 Park and Ride/Bus Terminal - A new bus terminal is being constructed at the Exit 4 Park-and-Ride in Londonderry. Work is expected to be completed in the spring of 2007.

Exit 5 Park and Ride/Bus Station facility - The construction contract for the 443-space Park-and-Ride/Bus Station facility at the Exit 5 interchange in Londonderry was awarded in October 2006. Site and drainage work began in early December.

Exit 2 Park and Ride Facility/Bus Terminal - The bid has been awarded and construction is expected to get underway in the spring of 2007 on a 472-space Park and Ride facility with a full service bus terminal. Completion is scheduled for October 2008.

Frequently Asked Questions about Rebuilding I-93



(visit www.rebuildingi93.com)

Why is rebuilding I-93 necessary?

Improvements are needed to address today's current concerns as well as future growth. Improvements to I-93 will address three main issues: safety; capacity/congestion and condition of aging infrastructure.

Safety: Since I-93 was built in the early 1960's, traffic volumes have increased by over 600% to about 115,000 vehicles per day in Salem. This increase in traffic volume and corresponding congestion leads to an increase in accidents. Each interchange (exit) has ramps with less than desirable grades and acceleration/deceleration lanes with less than desirable lengths. Furthermore, mainline grades are also greater than the desirable maximum at several locations. As traffic grows, the existing deficiencies will become more of a problem. Rebuilding I-93 will address these deficiencies by reconstructing each of the five interchanges (exits), improving grades along the mainline and increasing capacity.

Capacity/Congestion: As stated above, since being built in the early 1960's, traffic volumes on I-93 have increased by over 600%. Currently, traffic frequently backs up between the state line and Manchester, especially during morning and evening rush hours, creating increased risks to the traveling public. Traffic volumes are projected to continue to increase, resulting in even more congestion, which will further compromise safety. The addition of 2 lanes in both directions will help alleviate the congestion.

Condition of Infrastructure: The highway is over 40 years old with bridges, roadway infrastructure and interchanges in need of major rehabilitation and modernization. Fourteen of the 43 bridges within the I-93 Salem to Manchester corridor are on the States "Red List". Regardless of improving capacity/adding lanes, there is a major amount of work that needs to be done along the corridor just to improve the existing infrastructure. During the construction, the existing conditions will be addressed and improved.

What is going to be done to rebuild I-93?

Simply stated, the rebuilding of the I-93 Corridor will include the addition of two travel lanes in each direction over the 20 mile section from Salem to Manchester, improvements of the interchanges at each of the five exits, and replacement or rehabilitation of 43 bridges. New park and ride facilities at Exits 2, 3, and 5 will be built and space within the median will be reserved to accommodate future commuter rail trains. In addition, bus service and other commuter ride-sharing opportunities to Boston and northern Massachusetts will be expanded and enhanced. The overall goal is to modernize the road system by upgrading the aging infrastructure to provide safer driving conditions, thus increasing mobility by offering flexible commuting options.

Why isn't rail service being provided now?

Although rail options were considered, it was clear that widening of I-93 was required to address existing traffic congestion, the condition of the aging infrastructure (bridges) and safety concerns. Preliminary study of rail ridership indicated that the addition of rail would not significantly reduce the traffic volumes on I-93. Therefore, the addition of rail at this time would not alleviate the need for additional lanes on I-93. However, NHDOT is not precluding the addition of rail in the future or providing other means of transportation. All improvements to I-93 will be done to allow future rail service to be constructed within the highway corridor. In addition, the Department is conducting a Transit Investment Study to investigate other transit options in the Corridor.

When will construction start and how long will it take?

It's anticipated the construction will accelerate in 2007 and will continue over the next six years.

New Nashua-Boston Commuter Bus Service Begins with Private-Public Partnership

Calling it the “the first step in expanding the mass transit options in southern New Hampshire,” Governor John Lynch hailed a new bus service offering nine trips daily between Nashua and Boston made possible by a private/public partnership.

The new commuter bus service by Boston Express, a division of Concord Trailways, began February 13 at 5:45 am with departures along the Everett Turnpike from the Exit 8 park and ride and the Exit 6 Welcome Center en route to Boston. One-way tickets are being sold at an introductory rate of \$5 to South Station and \$7 to Logan Airport.

Most of the funding for the \$4 million project was secured by the New Hampshire Department of Transportation’s Rail and Transit Bureau through the Federal Highway Administration’s Congestion Mitigation and Air Quality Program (CMAQ).

Capital costs included the purchase of four new buses, building modifications at the Nashua Welcome Center, signage and marketing. Other NHDOT bureaus contributing to the project included Traffic (signs), Mechanical Services (carpenters) and Turnpikes. In a ceremony kicking off the new bus service, US Senator John Sununu said “it is critical that the bus service succeeds in the long run” in helping to reduce congestion and air pollution.

In March, Boston Express carried more than 7,300 passengers between Nashua and Boston. For Boston Express schedules and bus fares, call 1-800-639-8080 or visit the company website at www.bostonexpress.com.



Three of four new Boston Express buses purchased with federal funds are positioned behind a ribbon that was cut on February 12 to signal the start of a new commuter bus service from Nashua to Boston.

Turnpikes Bureau Receives “Excellence In Energy Efficiency” Award



Alice Chamberlin (left), Governor Lynch’s Special Assistant for Policy, presented the “Excellence in Energy Efficiency” Award to NHDOT representatives Harvey Goodwin, Jon Hanson, Kevin Russell and Lyle “Butch” Knowlton at an awards ceremony in Concord on March. 9. The Turnpikes Bureau was recognized for retrofitting 10 toll plazas with “state-of-the-art” HVAC air flow systems.

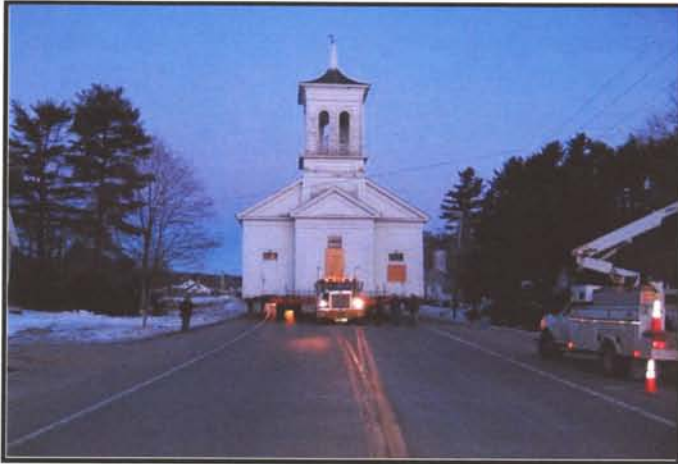
Retrofitting ten toll plazas with more efficient HVAC (heating ventilation & air conditioning) systems has earned the Turnpikes Bureau a “Excellence in Energy Efficiency Award” from the State of New Hampshire for “achieving 35% reduction in energy use at Turnpikes Toll Facilities” between July 2005 and June 2006.

At an awards presentation on March 9, Bureau Administrator Harvey Goodwin said the “state-of-the-art” HVAC systems have produced high energy savings and a positive and healthier air flow for our toll attendants.”

The Christa McAuliffe Planetarium in Concord was the other government entity to receive this year’s award. The Planetarium reduced its theatre light wattage use from 15,000 watts to 700 watts with the installation of LED (Light Emitting Diode) lights.

On the Move

A Piece of Epsom's History Eases on Down US Route 4 to a New Home 145-Year Old Former Church Weighs in at 120 Tons for a Half-Mile Move

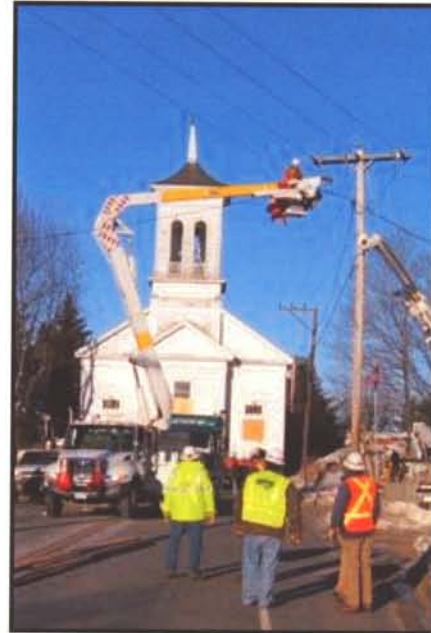


It was not a normal Sunday morning routine for the old church which had sat in its original location along US Route 4 in Epsom since the beginning of the Civil War.

Early on the morning of February 25, following extensive planning and preparation, the 145-year old church began a two and a half hour journey that took it 3,300 feet down the closed road to its new home alongside the town library. The move was necessary to make way for a new convenience store, and the old church building and future meetinghouse was saved by a local fundraising effort.

Gary Clifford (NHDOT District 5) helped coordinate the road closure and church move, with assistance from the #505 crew in Chichester. The relatively short trip was complicated by utility wires along the way, which had to be moved and hooked back up as soon as possible. Almost everything, including the pews and stain glass windows, remained intact for the move.

"That building's almost 100 percent," Dick Frambach, of "Friends of Epsom Meeting House", told *the Union Leader*. "I've seen newer buildings in worse shape. The most it needs is a paint job."



Commissioner Murray Named 2007 "Engineer of the Year"

In a fitting tribute less than two weeks before she stepped down as NHDOT Commissioner, Carol Murray received the 2007 "Engineer of the Year" award at the annual meeting of the New Hampshire Society of Professional Engineers in Manchester on February 22.

It was also fitting that former NHDOT Commissioner Leon Kenison had the honor of announcing and presenting the award. Carol served as Leon's Assistant Commissioner before taking over as Commissioner on June 30, 2001.



LETTERS

December 24, 2006

Just a note to thank you and your team for the great job that you did restoring our property at 703 Stinson Lake Road in Rumney earlier this year. We have owned the property for twenty years and on several occasions the culvert in the middle of our yard (normally very dry) has filled and washed a tremendous amount of debris all over our yard and driveway.

Your solution of removing the culvert and increasing the size of the "upstream" culvert was an excellent solution. Your team did a beautiful job contouring the land after the culvert work was completed. We know you cannot accept gifts of appreciation so instead we made a donation to the NH Food Bank.

Dave and Maureen Wheatcraft
Rumney, NH



District 2's #203 Rumney crew constructed a small closed drainage system to handle the heavy storm water flow that impacted the Wheatcraft's property. The trench work was temporarily stymied by a 6x12 foot boulder that had to be rolled and dragged out of the trench for the night and broken up by a rock splitter the following day.

I am writing this letter of commendation on behalf of David Proulx and Tom Porter, both Department of Transportation employees from the Turnpike Maintenance Division in Merrimack.

On a recent rainy morning, when entering the northbound lane of the turnpike from Exit 7, I sustained a blow-out on the right rear tire of my vehicle. After pulling to the side of the road and calling AAA, I started to change the tire.

Almost immediately, a state highway pickup truck pulled up behind me. The driver activated the amber roof lights and both highway employees got out of the vehicle and started to assist me. What these two individuals did was above and beyond the call of duty. They could have stayed out of the rain in their vehicle until I was done or helped arrive. Instead they chose to help me until the task was completed.

I would like to emphasize that they were not helping me because I was a State Representative. The rear door of my SUV was open, making it impossible to see my legislative license plate.

While talking to David and Tom, they informed me that they frequently assisted disabled drivers because of the dangers on the highway, and they did not want anyone getting hurt by their vehicles. I would like to extend our deepest appreciation and thankfulness for their assistance.

Rep. & Mrs. Bob L'Heureux
Merrimack, NH

Thank you for coming to our school and teaching us facts about water. The storm water activity was cool. I loved watching Mrs. Mauria pour the storm water on the table. I learned that polluting hurts animals and other things. Oil from cars and trash on the roads fall into water areas sometimes. I want to prevent that from happening by picking up trash on the streets and telling people what I have learned about water.

Aimee Krafft
Heron Middle School
Milford, NH

Editor's note: the above letter was written to Ron Crickard (Environment Bureau). See story on page 15.

Construction Bureau

Frank Bauer Retires While on the Road to Recovery from a Serious Injury

Frank Bauer does not know what tripped him up while he was working at the Deerfield Fair in early October. But he remembers falling backward, then lying almost face down on the ground, unable to move.

The District Construction Engineer had broken a vertebrae in his neck and was paralyzed.

For several weeks he laid motionless in a hospital bed, unable to do the simplest of tasks, like scratching his nose. Doctors had to put steel rods in his neck to stabilize it. He had to wear a metal halo for three months to immobilize his neck and allow it to heal.

The good news is that Frank's spinal cord was not severed in the fall and there was hope for full recovery of motion in his limbs and the ability to one day walk again. Gradually he regained movement and began retraining his muscles "like a little kid".

After seven weeks in a Concord rehabilitation facility, Frank Bauer returned to his Deerfield home. The halo came off and he was able to get around with the assistance of a motorized wheelchair. Visiting nurses have worked with him regularly, providing both occupational and physical therapy.

On January 21, after 34 years with the NHDOT, Frank Bauer returned to the Morton Building to file for retirement. The timetable was sooner than he had planned, but bigger challenges had come along. The following week Frank made a lunchtime appearance at the Construction Bureau's "Construction School."

Frank Bauer continues to have a positive outlook on life. He's gone through trauma and a terrifying experience that he says "I would not wish on anyone". Now, after working on scores of projects in a three and a half decade NHDOT career, Frank's biggest project is focusing on getting his life back to what many people simply take for granted, one day at a time.



Frank Bauer retired in late January after a 34 year career. He continues to recover from paralyzing injuries suffered in a fall at the Deerfield Fair.

Milford Fourth Graders Get Hands-On With Storm Water and Pollution Prevention

Nothing like chocolate syrup to get fourth graders paying attention to the threat of storm water pollution.

Ron Crickard and Randy Talon from the NHDOT's Environment Bureau used various liquid variations and the latest storm water table to make their points to an attentive group from the Heron Middle School in Milford on January 12.

Milford is one of the Environmental Protection Agency's National Pollutant Discharge Elimination System's regulated communities. As a regulated community, Milford and the NHDOT are required to meet six minimum measures, one of which is public education and outreach.

Ron Crickard reported that the Milford grade school students were very enthusiastic and knowledgeable in pollutant sources and storm water.



Ron Crickard (above left) of the NHDOT's Environment Bureau helps a student pour liquid onto a storm water table to show students at the Heron Elementary School in Milford the effects of pollutants on a community's storm water drainage system. The January 10 presentation was part of the NHDOT's public education and outreach effort.



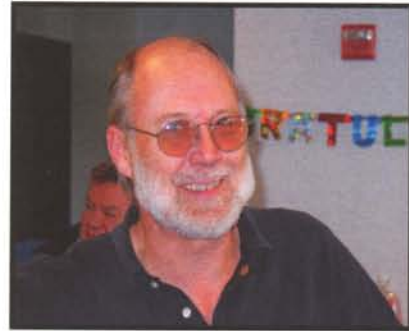
NHDOT People



Barbara Mapes (Clerk 4 - Rail and Transit Bureau) retired on January 31 after 20 years of State Service. Her first 15 years were spent at the NH Retirement System.

The Concord resident plans to spend the first months of retirement working on home improvements, followed by a trip to Arizona.

Alan Perkins Retires from Materials & Research



He began his 32 years with the NHDOT as a snow plow driver in Turnpikes, and retired in late January as Materials Technology Chief in the Bureau of Materials and Research.

Along the way Alan Perkins spent 15 years in the field for the Construction Bureau and says he "doesn't know anyone who spanned more labor grades in his or her career".

The Deerfield resident plans to spend his retirement doing some construction consulting work and pursuing his outdoor passions of hiking, skating and cross country skiing.



MARLBOROUGH POLICE DEPARTMENT

March 16, 2007

On behalf of the Marlborough Police Department we would like to express our gratitude to the State Highway District 4 Section 412 based on Route 101 in Marlborough. The crew has shown outstanding work throughout this winter keeping Route 101 and Route 124 clear and passable. Having worked during several winter storms, we overheard other Police Departments requesting the (NHDOT) to clear the road. At no time during these storms was this a problem in the Town of Marlborough. The roads were clear and passable at all times.

Several times throughout the year we needed assistance after hours, and within an hour Highway Patrol Foreman Glenn Smith and his crew were on the scene to assist. In reviewing our accident statistics for the last year, our accidents have decreased by half. Currently the Marlborough Police Department has been down an officer since October of 2006, so this statistic cannot be attributed to motor vehicle enforcement, but to the maintenance of the roads.

Section 412 has made our job easier, and has made it safer for all (who) travel these busy roads. We would like to commend all of these individuals for their outstanding job keeping everyone safe throughout the winter.

Chief Christopher Lyons

Editor's note: The District 4 #412 crew includes Glenn Smith (Foreman), Frank Colyn (Ass't Foreman), Skip Grasmuck, Matt Clark and Chris Hall.

Tall Tales and Tail Fins - A 1959 Caddy Once Stored by the NHDOT is Auctioned Off *"Gagnon Murder Car" Housed 15 Years at Mechanical Services Sells for \$165,000*

It was there when Wendall "Bud" Durling began his ongoing 46-year NHDOT career in 1960, covered by a canvas and parked alone in a corner of the Mechanical Services Building on Stickney Avenue in Concord.

"We called it the "murder car" and we knew it was 'hands off'," Bud recalls. "No work was ever done on it. It just sat there for 15 years."

Better known as the "Gagnon Murder Car", the Cadillac Eldorado Seville with a notorious past and the lowest mileage 1959 Cadillac in existence (2,216 miles) sold at an auction on January 19, 2007 in Scottsdale, Arizona for \$165,000.

The murder case involved the original owner of the car, Maurice Gagnon, a Rhode Island taxi driver turned businessman who became very successful making costume jewelry. His flashy lifestyle was well known and one night his home was burglarized. The thieves were caught a short time later and on the night before Gagnon was set to testify against them he was kidnapped and shot to death in his new Cadillac. His killers drove through Massachusetts and into New Hampshire and left his body in the front seat of the car in a dark parking lot in Nashua.

According to newspaper accounts, "the trial which followed became the most sensational and bizarre criminal proceedings in New Hampshire history." It ended with guilty verdicts for all three defendants.

The vintage Caddy was preserved due to the wranglings within the judicial system. It was stored as evidence at the Mechanical Services Building for almost 15 years while the murderers appealed their death sentences. When the death penalty was overturned by the US Supreme Court and the convicted murderers were paroled, the car was returned to Gagnon's plastic molding company where it once again was put in storage.

Bud Durling doesn't remember how the "Gagnon Murder Car" was trucked away, but he does recall it had four flat tires that had to be inflated before it left the yard.

The recent auction house description of the car referred to it as *"death car of a flamboyant costume jewelry entrepreneur, held 15 years as state's evidence while murderers appealed from death row. Fascinating history and movie material crime story. Original tires and possibly the only car of this era with original battery and exhaust. Ultra low mileage 50's Cadillacs are extremely rare and this car has changed hands once in the past 49 years."*

Equipment includes: cruise control, air suspension with lift, power trunk pulldown, power seats, power windows, vents, signal seeking radio, auto leveling, fog lights, 4-speed

hydramatic transmission, power steering and brakes. Of the top of the line Eldorados, only 975 Sevilles were produced, making it the rarest of the tall-finned Cadillacs.

In the 50's, Eldorados were the muscle cars with 345 HP large multi-car high compression V8's and dual exhaust. The exciting styling of the 50's concept cars culminated in the 1959 Cadillac, an automotive icon regarded by many as the most extravagantly style production cars of all time."



More Letters

February 27, 2007

For some months now, I have intended to write to you...to commend the DOT staff members who were so helpful to us in realizing this Transportation Enhancement project. Although at a total of some \$30,000, the Orford Mall Walk restoration is no doubt one of the smallest TE projects the Department has ever administered, since its completion last June, it has been widely praised - and used.

Over the past months, up until the "Valentine's Day blizzard", increasing numbers of Orford residents, students and visitors have used the walkway along the east side of busy NH Route 10. Without question, pedestrian safety here in the village has been enhanced by the project.

The project, which we began to consider at a DOT workshop in 2001, was challenging for us, as volunteers, to administer, in part because of the easements that had to be obtained from property owners and the fact that the walkway traverses a National Register Historic District. On behalf of our Working Group, I want to report to you that the cooperation and support that we received from DOT staff throughout this long effort was outstanding, and that the project certainly would not have successfully completed without it. In particular, we would like to express our appreciation to Project Manager Ram Maddali and to his predecessors Mike Pillsbury and Victoria Chase, and also to Kevin Nyhan, Joyce McKay, Nancy Mayville and Charles Hood.

Carl Schmidt
Chairman, Orford, NH Village Traffic and Pedestrian Safety Working Group

February 15, 2007

I am writing this letter to bring to your attention the assistance provided to me by the staff at the Bedford toll booth, starting with the woman who took my money at the toll. After paying her, my car would not go any further. She notified the staff in the building that I needed assistance. I also want to acknowledge Linda Cate and Sheena Connolly.

On Monday morning, January 22, 2007 while I was traveling to Manchester to attend several meetings at the Veterans Administration facility, my car "died" at the toll booth. Linda and Sheena pushed my car off to the side so that it would be out of the way. They allowed me to come into the building so that I could make calls for assistance on my cell phone. They offered me coffee and donuts that were available in their break room. As you can imagine, this was a stressful situation for me, but the assistance by Linda and Sheena had a calming effect and they never made me feel like a nuisance interrupting their work day. The entire time I was waiting there both Linda and Sheena remained busy, and there appeared to be a good relationship among the entire staff.

You are truly blessed to have dedicated, considerate and hardworking staff that project a positive image for the NH Department of Transportation.

Dawn M. Dooley
Westford, MA

Maine DOT Dive Team Comes in Handy in a State with 3,500 Miles of Coastline

Editor's note: The following article is courtesy of Carl Edwards, manager of the Maine DOT Dive Team. With Maine's 3,500 miles of coastline and 6,000 lakes and ponds (compared to New Hampshire's 18 miles of coastline and 1,300 lakes and ponds), the Maine DOT has found it cost-effective to use in-house volunteers with stipends for the Department's diving needs versus contracting them out to private divers.

The Maine Department of Transportation (MaineDOT) in-house Dive Team was called in to dive on the Sarah Mildred Long Bridge, which carries Route 1 between Portsmouth, New Hampshire and Kittery, Maine, after power was interrupted following a violent October 2006 storm.

The MaineDOT team conducted a total of three dives at the site. A river bottom littered with cables and other debris, very low visibility, and limited time due to strong current conditions made diving very difficult in the 65' of water around the bridge. During their initial dive, MaineDOT Dive Team members thought they had found the damaged impact site. But after further dives, and with contract divers working to place new temporary cable, those working on the repair project came to believe that the damaged cable found by the Dive Team may not have been the problem cable.

The exact location of the original problem is still not known, but thanks to the efforts of DOT personnel from both states, the bridge is again open to both vehicular and marine traffic.

Maine DOT's Dive Team was formed in 1987 following severe spring flooding, which resulted in loss of life in some states. Immediately following that event, the Federal Highway Administration (FHWA) issued a directive requiring that all bridge substructures be regularly inspected.

A few employees in MaineDOT's Bridge Maintenance Division already possessed SCUBA certifications. It made sense to have these same inspectors and engineers perform the actual investigation of the structures that were already familiar to them.

The department's Dive Team grew from there, acquiring more people and equipment. Meanwhile, the various underwater jobs asked of them increased as well. Originally tasked with performing only underwater bridge inspections, the team's duties expanded to include environmental dives, underwater grout repairs, construction inspection, and salvage work.

Today MaineDOT's Dive Team consists of 17 well-trained and experienced divers, all of whom have primary jobs elsewhere in the department—as engineering technicians, computer technicians, civil engineers, equipment operators, machinists, and project managers. The “dive manager” is the only full-time position on the team in the department. The Dive Team is also cost-effective. At an average cost of \$1200 per underwater bridge inspection, compared to outside contract figures of \$2,000 per inspection, the cost savings are easily recognized.

The Dive Team's season is limited mainly by “ice-in” periods in Maine's rivers and inland waterways. Cold water, strong currents, and low visibility are familiar conditions for these divers. It's not a job for everyone.

In 2006, the MaineDOT Dive Team:

- Inspected 112 bridges under water
- Inspected 4 ferry terminals
- Inspected one cofferdam for new pier construction
- Completed 3 days of annual training, including in-water rescue scenarios and First Aid/CPR
- Inspected a large snowmobile bridge for Maine's Department of Conservation
- Repaired 6 scoured bridges in one week by pumping grout under the bridge foundations
- Conducted 3 environmental dives, including some for outside agencies



Roads Once Traveled...



Will the real Dartmouth College Road please stand up? An internet search will find you several Dartmouth College Roads in New Hampshire, including NH 10 in the Connecticut River Valley, and roads that bear the name in Plymouth and Twin Mountain. The above photo taken in the early 20th Century apparently shows the gateway to Winchester, NH from Northfield, Mass. on what is now NH Route 63. The inset color photo describes "the Dartmouth College Road at its southern terminus in Winchester." One of the markers states "over this route Eleazar Wheelock passed to found Dartmouth College in 1770."

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